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THE COMMONWEALTH OF MASSACHUSETTS

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# ANNUAL REPORT

OF

THE COMMISSIONERS

OF THE

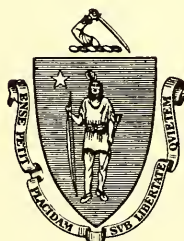
## MASSACHUSETTS NAUTICAL SCHOOL

FOR THE

YEAR ENDING NOVEMBER 30, 1935

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MASSACHUSETTS NAUTICAL SCHOOL  
DEPARTMENT OF EDUCATION



THE COMMONWEALTH OF MASSACHUSETTS

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DEPARTMENT OF EDUCATION

PAYSON SMITH, *Commissioner of Education*

COMMISSIONERS OF THE MASSACHUSETTS NAUTICAL SCHOOL

100 NASHUA STREET, BOSTON

CLARENCE E. PERKINS, *Chairman*

THEODORE L. STORER

WALTER K. QUEEN

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WILLIAM H. DIMICK, *Secretary*

REPORT OF THE COMMISSIONERS

*To the Commissioner of Education:*

The Commissioners of the Massachusetts Nautical School have the honor to submit their report for the year ending November 30, 1935, the forty-fourth annual report.

SCHOOL CALENDAR, 1935

Spring entrance examinations .....	March 28, 29 and 30
Winter term ended .....	April 2
Spring graduation .....	April 2
New class reported .....	April 15
Summer term commenced .....	May 1
"Nantucket" sailed from Boston.....	May 11
"Nantucket" arrived at Boston .....	September 17
Autumn entrance examinations .....	September 19, 20 and 21
Summer term ended .....	September 24
Autumn graduation .....	September 24
New class reported .....	October 14
Winter term commenced .....	October 28

STATE NAUTICAL SCHOOLS

On June 20, 1874, Congress passed an Act to encourage the establishment of public marine schools. The legislation authorized and empowered the Secretary of the Navy to loan a suitable vessel with her equipment to certain States desiring to establish a nautical school for the instruction of youths in seamanship, navigation and marine engineering.

The New York Nautical School was established in 1876 on board the U. S. S. "St. Mary's"; the Pennsylvania Nautical School was established in 1889 on board the U. S. S. "Saratoga"; the Massachusetts Nautical School commenced in 1891 when the U. S. S. "Enterprise" was loaned to the State by the Navy Department; and the California Nautical School had its inception in 1929 on board the "California State." Since 1876, the work of nautical education has been carried on in this country as a State activity. The graduates of these State nautical schools form a large part of the deck and engineer officers now serving on board American vessels. In one line, the American Hawaiian Line, graduates of the Massachusetts school are employed as follows: one marine superintendent, two assistant operating managers, five captains, eight first officers, ten second officers, nineteen third officers, one chief engineer, one first assistant engineer, four second assistant engineers, and five third assistant engineers.

The system of state nautical schools, in operation with good success during the past sixty years, is generally believed the most economical and efficient method of carrying on nautical education

#### THE MARITIME TRADITIONS OF MASSACHUSETTS

The citizens of Massachusetts from the earliest colonial days have been interested in all matters pertaining to the sea and ships. The "Blessing of the Bay," built by Governor Winthrop in Medford in 1631, was one of the first vessels to be built in this country, and for two hundred and fifty years, ship-building and sea going occupied in large measure the attention of the State. The first schooner was built in Gloucester in 1714. The ship "Dreadnaught", launched in Newburyport in 1853, was noted for her quick passages between New York and Liverpool, and was the most outstanding packet ship of her time. The fleet of clipper ships built in East Boston, seventy-five and one hundred years ago, for speed and beauty of design, were unequalled anywhere in the world. Many of the pioneers in establishing trade routes to distant parts of the world were from Salem and Boston. In 1788, Capt. Robert Gray, of Boston, in the "Lady Washington", and Capt. John Kendrick, of Wareham, in the "Columbia", were the first American captains to visit the northwest coast. Capt. Gray in the "Columbia" was the first American to sail around the world.

The Boston Marine Society, established in 1742, is the oldest marine society in the world.

The history of the American merchant marine is largely a history of Massachusetts shipping,—the hundreds of small craft built in the colonial period, in Salem, Medford, Marblehead and Boston, the incomparable clipper ships of the last century, the packet ships, the whaling vessels of Fairhaven, New Bedford and Nantucket, and the fishing vessels of Boston, Gloucester and Provincetown. Massachusetts has furnished a large percentage of the men who have manned the ships of our merchant marine and of our Navy in times of peace and in times of war, and has been aptly called the premier maritime State of the country.

The Massachusetts Nautical School during the past forty-two years has been doing its full share in maintaining the sea traditions of the State as will be seen by the register of graduates printed in the catalogue of the school.

The Massachusetts Nautical School was established by Act of the Legislature in 1891 for the purpose of preparing young men for service as officers in the American mercantile marine. The school offers theoretical and practical instruction in seamanship, navigation, marine engineering and electricity. The school is conducted on board the Schoolship "Nantucket", a vessel of 1261 tons, of iron construction, accommodating 118 cadets. The Commanding Officer of the "Nantucket" and the Superintendent of the school, is a retired officer of the United States Navy. The course of study and practical work occupies

two years. The year is divided into a winter and summer term. During the winter term, which includes practical and theoretical instruction, the ship is berthed at the Navy Yard, Charlestown. The summer term is occupied with the practise cruise, usually to European ports.

A deposit of \$300 is required before an applicant enters the school, and another deposit of \$150 at the beginning of the second year. The entrance examinations, which are strictly competitive, are held in Boston and Springfield in March and September. The age limit of candidates, who must be sons of residents and citizens of Massachusetts, is from seventeen years to the twentieth birthday. A graduate of the school is eligible for examination for a United States certificate as third officer or third assistant engineer.

### THE WORK OF THE YEAR

The work of the school has continued along the usual lines. During the winter months the ship was berthed at the Navy Yard, and the customary practise cruise in the North-Atlantic was made during the summer months. About one-third of the total mileage of the cruise,—10,627—was made under sail alone.

During the spring overhaul substantial repairs were made by the Navy Department, and a Fathometer equipment of the Standard 480 type, the latest and most accurate method of deep sea sounding, was installed on board the "Nantucket" on a rental basis. Emergency repairs were necessary at Ponta Delgada and at Plymouth, England. The Commissioners greatly appreciate the courtesy extended by the British Admiralty in permitting repairs to the main engine to be made at the British Royal Naval Dockyard, Plymouth.

A new edition of the rules and regulations of the school was compiled by the Superintendent and printed, a copy being given to every cadet before reporting on board the "Nantucket."

The following prizes are awarded to graduates: The Boston Marine Society, to the graduate excelling in those qualities making for the best shipmaster, including aptitude, prompt and cheerful obedience to his superior officers, devotion to duty, integrity, force of character, and ability to attain and maintain leadership; the Wood Whitman Memorial Prize, to the graduate having the highest mark in seamanship and navigation for the year; the Society of the War of 1812, to the engineer graduate having excellence in studies, good conduct, and the possession of those qualities of leadership, and willingness to assume responsibility which have ever characterized the Navy and merchant marine of the United States; the Arthur M. Wiggin Prizes, to the graduate in the seamanship class and to the graduate in the engineer class making the greatest improvement in all around work during the year; the Massachusetts Society of the United States Daughters of 1812, to the graduate standing highest in engineering and electricity. The latter prize was awarded for the first time on April 2, 1935. The Commissioners heartily appreciate this helpful and substantial cooperation in maintaining the high standard of the school.

Capt. William E. McKay, who had been a Commissioner of the school since July 22, 1908, and Chairman of the Board since 1927, passed away on March 2. Captain McKay rendered faithful and devoted service to the State. He brought to the work unusual qualifications,—education at the United States Naval Academy, graduating at the head of his class; executive work in connection with large corporations; and a judicial temperament.

Lieut. Comdr. Walter K. Queen, U. S. N. R., of Needham, an alumnus of the school, was appointed a Commissioner of the school on March 13, 1935. Comdr. Queen served many years as an engineer in the American merchant marine. He was chief engineer of the Byrd Antarctic Expedition II. He is a lieutenant-commander in the United States Naval Reserve force. For twenty years, he was engaged in engineering work for large corporations, and is now President of the Q P Signal Company, Needham.



On May 1, Mr. Norman E. Merrill, of the class of 1912, who had been an officer and instructor in the school for fifteen years, resigned as Executive Officer to accept a position in the United States Steamboat Inspection Service. Capt. Robert M. Gray of the class of 1912, Navigating Officer, was promoted to fill the vacancy. Mr. John W. Thompson, of the class of 1912, was appointed Navigator.

On August 10, the school suffered the loss of Mr. Edward F. Corcoran, the Schoolship Pharmacist and Nurse. Mr. Corcoran rendered valuable service in his division. He died in a hospital in Gibraltar from myocarditis and cerebral embolus, after an illness of about two weeks. His body was sent to his home in Boston.

### GRADUATES OF THE SCHOOL IN 1935

The following is a list of the sixty-two graduates of 1935, the names of their home towns, and their first employment:

Name	Residence	Vessel	Service
Sumner J. Abrams	Brookline	S. S. Dean Emery	Standard Shipping Company
Donald E. Boyle	Roxbury		
Carl H. Bromberg, Jr.	Somerville	S. S. Dean Emery	Standard Shipping Company
Harold E. Brooks	Taunton	S. S. Platano	United Fruit Company
Cyrus H. Campbell	Boston	S. S. Lemuel Burrows	Mystic Steamship Company
Robert B. Canfield	Pittsfield	S. S. L. J. Drake	Beacon Oil Company
Albert E. Collis	Salisbury	S. S. Panaman	American Hawaiian Line
Allan B. Currie	Medford	At sea	Panama Railway Line
Malcolm S. Currier	Newtonville	S. S. Californian	American Hawaiian Line
Samuel D. Curtis	Bellingham		
Raymond C. David, Jr.	Fitchburg	At sea	United Fruit Company
John H. Edwards	Haverhill	At sea	Clyde & Mallory Company
Robley J. Evans	Everett	S. S. Columbia	Columbian Line
William F. Fick	Roslindale	S. S. Maravi	United Fruit Company
Conrad W. Fisher	Needham	S. S. Clinwood	American Scantic Line
Francis S. Fisher	Needham	S. S. Tanamo	United Fruit Company
Lester R. Gawlocki	Lynn	S. S. Algic	
Jack Gesmundo	Haverhill	S. S. Ulna	United Fruit Company
A. Russell Gifford	New Bedford		
Gerald J. Griffin	Fall River	S. S. Kansas	American Hawaiian Line
Herbert B. Hosmer, Jr.	Concord	S. S. Galveston	American Pioneer Company
Willard D. Hoyt	Athol	S. S. American Banker	American Merchant Line
Francis J. Hughes	Roslindale	S. S. Veragua	United Fruit Company
William R. Hurder	Beverly	S. S. Gulfbird	Gulf Oil Company
Mario J. Iacoboni	Fitchburg	S. S. Scanpenn	American Caribbean Line
Francis M. Jacinto	Taunton	S. S. San Gil	United Fruit Company
Lawrence S. Johnson	Lynn	At sea	Beacon Oil Company
Herman Kastberg	Worcester	S. S. Chester O. Swain	Standard Shipping Company
Robert M. Kelley	Yarmouth	S. S. Sartaria	C. H. Sprague & Company
Richard M. Kuralt	Springfield	S. S. Santa Rita	Grace Line
Anzelm Kurgan	New Bedford	T. E. S. Platano	United Fruit Company
Veikko S. Lahti	Gardner	S. S. Ulna	United Fruit Company
Charles E. Lewis	Lynn		
John K. Lister	Beverly	S. S. El Dia	Morgan Line
Francis J. Lucek	Millville	S. S. R. G. Stewart	Pan American Line
Richard F. Ludden	Abington	S. S. I. C. White	Standard Shipping Company
John R. Madden	Malden	S. S. Patrick Henry	Lykes Bros. Steamship Co.
Donald B. Marsh	Waltham	S. S. Gulfgem	Gulf Oil Company
William E. Martel	Brockton	S. S. San Benito	United Fruit Company
Donald B. Martin	Springfield	S. S. Santa Rita	Grace Line
Anthony Mascarenhas	Gloucester	S. S. El Dia	Southern Pacific Company
Chester L. Mifflin	Medford	S. S. Santa Rita	Grace Line
William H. A. Mills, Jr.	Framingham	S. S. Liebre	Standard Shipping Company
Edmund C. Moran, Jr.	East Boston	S. S. George Jones	Standard Shipping Company
Donald C. Morgan	Brockton	S. S. Toloa	United Fruit Company
Joseph C. Murphy	Dorchester	M. S. J. A. Moffet, Jr.	Standard Oil Company
James Murray	Milton	S. S. Cities Service	Cities Service Line
Ralph W. Nichols	Lynn	S. S. San Benito	United Fruit Company
Matthew J. O'Brien	Mattapan	S. S. Toloa	United Fruit Company
John E. Olsen	Quincy	At sea	Mystic S. S. Company
Raymond H. Rioux	Fairhaven	S. S. Black Condor	Black Diamond Line
Allan F. Robbins	Brockton	S. S. Collingsworth	American Republic Line
Christopher A. Sciarappa	Brockton	S. S. Ancon	Panama Railroad Line
Morton A. Simmons	Falmouth	S. S. Mexican	American Hawaiian Line
Richard T. Spear	Sharon	S. S. Exchorda	American Export Line
Kenneth W. Swain	Melrose	S. S. Tivives	United Fruit Company
Russell H. Terry	Beverly	S. S. Gem	Gulf Refining Company
Harold J. Theriault	Gloucester	S. S. Katrina Luckenbach	Luckenbach Line
Myron C. Thomas	Brockton	S. S. San Bruno	United Fruit Company
Walter Thomas, Jr.	Fairhaven	S. S. Missouri	Cities Service Company
Richard J. White, Jr.	Wollaston	S. S. Lemuel Burrows	Mystic Steamship Company
E. Freeman Winslow, Jr.	Norwood	At sea	Cities Service Company

## DETAILED REPORT ON THE PRACTICE CRUISE

*U. S. S. "Nantucket"—Itinerary 1935*

LEFT—	ARRIVED AT—
Boston, May 11 .....	Gloucester, May 12
Gloucester, May 16 .....	Washington, May 21
Washington, May 27 .....	Norfolk, May 28
Norfolk, May 31 .....	Newport, June 2
Newport, June 5 .....	Ponta Delgada, Azores, June 17
Ponta Delgada, June 22 .....	Plymouth, England, June 30
Plymouth, July 5 .....	London, England, July 8
London, July 15 .....	Cadiz, Spain, July 24
Cadiz, July 29 .....	Gibraltar, July 29
Gibraltar, August 3 .....	Casa Blanca, Morocco, August 5
Casa Blanca, August 9 .....	Teneriffe, Canary Islands, August 12
Teneriffe, August 16 .....	Bermuda, September 3
Bermuda, September 6 .....	Mattapoisett, September 10
Mattapoisett, September 16 .....	Boston, September 17

The "Nantucket" departed from the Navy Yard, Boston, at 2.30 P. M. on May 11. Many parents and friends of cadets came to see the ship sail. Off Boston Light Vessel, the "Nantucket" was swung for compass deviation, and for calibration of the radio direction finder. These operations took until sundown, after which the course was set for Cape Ann Whistling Buoy. The "Nantucket" anchored in Gloucester Harbor at 9.27 A. M. on May 12. All machinery functioned satisfactorily. Mr. Simon C. Swing of the Submarine Signal Company took passage to Gloucester to test out the newly installed Fathometer. The instrument functioned perfectly.

*Gloucester*

The stay of the "Nantucket" at Gloucester was utilized to good advantage in "shaking down." Sail drills and general drills were held, although as many sail drills as desired could not be held on account of strong wind from ahead making furling a difficult task. Pulling boats were used almost entirely as running boats, the motor launch being used for some special trips. Several boat drills under sail were held. Numerous visitors came on board during our stay in port, and in the afternoon of Sunday, many parents of cadets were in Gloucester. On Monday afternoon, the cadets' baseball team played a game of baseball with the team of the Gloucester High School, which game was won by Gloucester by the score of 14 to 0. The "Nantucket" departed from Gloucester at 11 A. M. on the 16th. When nearing Boston Light Vessel, a vessel on fire was observed to the southwestward. It was found to be the Steamship "Van" being intentionally burned.

*En Route to Washington*

On the 18th the wind came fair for sailing. The engine was uncoupled and the ship proceeded for six hours under sail, but the wind fell light and the engine was again coupled up. During the run to the Chesapeake, the cadets were exercised at general drills. Man overboard drills were held as follows: May 16, boat in water, 2 minutes; buoy picked up, 4 minutes; boat hoisted, 10 minutes. May 17, boat in water, 1 minute 20 seconds; buoy picked up, 4 minutes; boat hoisted, 13 minutes.

The ship anchored off Old Point Comfort at 4.45 P. M. On the morning of the 20th, the ship got underway, anchoring for the night off Windmill Point. On the morning of the 21st, the ship got underway and proceeded up the Potomac River, anchoring for the night off Mount Vernon. Off Indian Head, 28 miles below Washington, the Argentine Naval Training Ship, "President Sarmiento," was passed. Honors were rendered. The ship was berthed at the Mayflower Dock at the Washington Navy Yard.

*Washington*

The visit of the "Nantucket" to Washington was very beneficial from several points of view. The conduct of the cadets in Washington was excellent, and many complimentary things were said about them by guests and visitors to the ship, and the Naval officers who observed them. The ship left the Navy Yard at 8.30 A. M. Monday, May 27. The range finder was of the greatest value in operating in the Potomac. Lighthouse Bureau officials were greatly interested in our use of the range finder and made a second visit to the ship to try it and to discuss its possible use in their service in connection with locating aids to navigation. The "Nantucket" arrived at the Norfolk Naval Base at 12.45 P. M., May 28.

*Norfolk*

Memorial Day was observed as a holiday. Mr. Cox, Director of the Norfolk Port Authority, Mr. H. G. Barbee, Treasurer of the Norfolk Port Authority, and Mr. H. J. Wagner, of the Norfolk Port Traffic Commission, called on board the ship. They are all interested in the establishment of a Virginia nautical school.

*En Route to Newport*

The "Nantucket" left the dock under two boilers, assisted by the station tug, at 3 P. M. on the 31st, and proceeded to sea. The engineers did excellent steaming. For the boiler power in use a higher average of revolutions was maintained than customary. The rebuilding of the uptakes is largely responsible, but the cadets seemed to take hold of their jobs better than usual at this stage of the cruise. A surprise lifeboat drill was held on Saturday afternoon. Times were as follows: boat in water, 1 minute 30 seconds; box picked up, 5 minutes 30 seconds; boat hoisted, 13 minutes. The "Nantucket" arrived and moored to a buoy off the Training Station, Newport, at 6 P. M., June 2.

*Newport*

The usual watch liberty was granted the cadets while at Newport. Pulling boats were used entirely during the stay, the motor launch not being hoisted out. Some boat sailing was had.

*En Route to Ponta Delgada*

The "Nantucket" got underway from Newport at 10 A. M. on June 5 under two boilers. Routine drills and studies were at once started. When setting sail on the afternoon of June 8, the hook of the tye block on the foretopsail halliards carried away. The yard landed on the cap heavily, breaking in the starboard quarter. The yard was sent down on deck and stripped ready to be repaired upon arrival at Ponta Delgada. Square sail (less foretopsail) was carried throughout daylight hours on the 9th, but the wind falling light towards sundown, was taken in. With fore and aft sail good progress was made. It was deemed advisable to arrive at Ponta Delgada as early as possible to afford ample time for the repair to the topsail yard. Weather throughout the passage was good with the exception of fog at the outset. Studies and drills were carried out according to schedule. Church services were held on Sunday by the Executive Officer.

Lifeboat drills were held as follows: June 6, boat in water, 2 minutes; buoy picked up, 6 minutes; boat hoisted, 15 minutes. June 11, boat in water, 1 minute 3 seconds; buoy picked up, 3 minutes 30 seconds; boat hoisted, 13 minutes. June 12, boat in water, 2 minutes; buoy picked up, 5 minutes; boat hoisted, 11 minutes.

*Ponta Delgada*

The foretopsail yard was sent ashore at Ponta Delgada on the afternoon of the day of arrival, June 17. It was returned on board on the 21st and hoisted in place. An excellent job of repairs was done.

The cadets' basketball team played the team of the Club Michaelensi on the 20th, winning by a score of 25 to 12; and the team of the Lyceum High School on the 21st, losing by a score of 20 to 11.



Pulling boats were used entirely, the motor launch not being hoisted out. Considerable boat sailing was held.

#### *En Route to Plymouth*

The "Nantucket" got underway for Falmouth at 11.40 A. M. on the 22nd, with fine weather conditions. Upon rounding the eastern end of San Miguel a northwesterly swell was encountered, and for the next three days the ship did considerable rolling (as high as  $28^{\circ}$  being recorded), until the wind freshened and the fore and aft sails became effective.

On the evening of the 26th, at 9.03 P. M., the main engine stopped due to broken HP valve gear rocker arm. The ship was put under sail, and so continued until 8.10 A. M. of the 28th when temporary repairs having been made, the engine was coupled up. The ship at that time was practically becalmed. The broken rocker arm indicated a very old fracture or, more likely an original flaw, to the extent that less than half of the metal was holding. The member is of wrought iron. Repairs were effected by slotting the rocker arm to a depth of  $1\frac{1}{2}$ " and inserting a piece of  $1\frac{1}{2} \times 5 \times 10$ , cut from the emergency tiller. This patch was held in place by two 1" tap and through bolts in the shaft end and rocker arm respectively. Then a strap  $\frac{1}{2} \times 3 \times 15$  was bolted on edge of rocker arm across break with  $5\frac{3}{4}$ " tap bolts extending into the patch piece. By continuous work of the Chief Engineer and his assistants repairs were completed by midnight of the 27th and the engine turned over disconnected. The wind was dying out at midnight and the ship was practically becalmed when the engine was coupled up at 8.10 A. M. on the 28th. The ship then proceeded at low speed, about 38 revolutions, which was later worked up to about 45 revolutions. Examination on the evening of the 28th showed the patch holding well.

A request was sent to the American Consul, Plymouth, for information as to repair facilities at Falmouth. Reply was received that repairs could not be made there, and that the only facilities at Plymouth were at the Royal Naval Dockyard. The Chief of the Bureau of Engineering was advised and his approval of repairs requested.

Drills and studies were conducted in accordance with schedule. It was found necessary to modify the schedule of studies of the 3rd and 4th classes to the extent of substituting ship's work for afternoon periods as ship's work was being neglected. Man overboard drill was held on the 24th as follows: boat in water, 1 minute 10 seconds; box picked up, 3 minutes 40 seconds; boat hoisted, 10 minutes 30 seconds.

A despatch was received from the Naval Attache, London, saying that the British Admiralty authorized "Nantucket" main engine repairs at Plymouth Dockyard.

#### *Plymouth*

At Plymouth the "Nantucket" was berthed well out, more than a mile from the boat landing. This was due to the fact that a large number of yachts were in for the Regatta. The American yachts "Yankee" and "Atlantic" were in port. On July 3 the Regatta was held. The "Nantucket's" three cutters raced as one event. The starboard watch, Cadet Coxswain Terry, won; with port watch, Cadet Senior Officer Ludden, a close second; and engineer Cadet Coxswain Morgan third.

A boat from Royal Dockyard came alongside on July 1 for the broken rocker-arm. The new rocker-arm was delivered on board on July 4 and was at once installed.

July 4 was observed in the usual manner. The "Nantucket" dressed ship and the British ships in port did likewise. Usual watch liberty was granted except that on the 3rd a quarter watch was sent and on the 4th, three-quarters was sent. Cadets had much sailing while at Plymouth.

#### *En Route to London*

No drills or studies were held during the passage to London. The 5th was utilized as a Field Day, and the 6th for painting.



*London*

In London regular watch liberty was granted except on the 11th and 12th. A handsome silver trophy cup, the Drake Trophy, was received from Plymouth for the winning crew of our event in the Regatta. The cadets played a game of baseball with the Anglo-American team.

*En Route to Cadiz*

The run down the channel was uneventful except that in the evening of the 16th, we passed the New York Schoolship, the "Empire State" close aboard. bound from Queenstown to London, and exchanged signals with her.

Upon clearing the English Channel on the 18th, a moderate WSW wind was encountered and the ship was put under sail but, as the course made good was leading into the Bay of Biscay, sail was furled at night and steaming was resumed. The following day the same procedure was followed, and in the morning of the 20th the ship was again under sail. This day the wind hauled to the northward, and the ship continued under sail until the evening of the 22nd, when, the wind dying out, the engine was again coupled up. The ship was again put under sail in the evening of the 23rd and thus proceeded until the morning of the 24th when, the wind falling light, steaming was resumed; later, however, the wind freshened and, after rounding Cape St. Vincent, about noon, the engine was uncoupled and the ship proceeded under sail to within about 40 miles of Cadiz. Studies and drills were conducted in accordance with schedule.

Lifeboat drills were held as follows: July 16, boat in water, 1 minute; box picked up, 4 minutes 20 seconds; boat hoisted, 9 minutes. July 18, boat in water, 1 minute 10 seconds; box picked up, 3 minutes 50 seconds; boat hoisted, 9 minutes 30 seconds; July 23, boat in water, 1 minute; box picked up, 3 minutes 40 seconds; boat hoisted, 7 minutes.

*Cadiz*

The boat was berthed at Cadiz immediately off the inner harbor, a little more than a mile from the boat landing. Owing to the distance off, the motor launch was used for liberty trips and late running trips. Pulling boats were used for other trips. Regular watch liberty was granted. The Catholic cadets attended Mass at the Cathedral. Swimming over the side was held daily. Boating under sail was held on Friday.

*En Route to Gibraltar*

The run to Gibraltar was uneventful except for the fog which shut in as Tarafa Point was passed.

*Gibraltar*

The H. M. S. "Arethusa," a new 5,000 ton cruiser, was in port, and on August 2, a division of six destroyers arrived. The athletic fields were placed at the disposal of the cadets. They were not used, however, as those on liberty spent their time in sightseeing and shopping, and those on board were engaged in ship's work. A number of cadets visited the Galleries of the Rock.

*En Route to Casa Blanca*

On entering the Strait of Gibraltar, a message was received from the French vessel "Pim"-22, Lidou, Master, asking if the "Nantucket" could give a medical consultation in French. Upon replying in the affirmative, the case was stated and Dr. Wilkins diagnosed the case and gave his advice.

In the morning of the 5th a ten foot shark was caught and hoisted aboard. In the afternoon of the same day large schools of what appeared to be Spanish mackerel swam around the ship.

*Casa Blanca*

The port of Casa Blanca is a splendid modern development, and is particularly well equipped. Vessels were coming and going all the time. On one day on one watch, thirteen steamers departed. While the harbor is well protected by jetties, in the winter storms it is sometimes necessary for the vessels to quit the harbor.

A considerable number of cadets took advantage of the splendid bathing pools of the city. Swimming on the beaches is very dangerous due to the heavy undertow. But the city is well equipped with pools both for Europeans and for natives.

### *Santa Cruz, Teneriffe*

Santa Cruz is a port of call of vessels plying between European ports and West African and eastern South American ports. The jetty was fully occupied at all times, and numerous vessels were generally anchored outside awaiting a berth.

The usual liberty by watches was granted. The cadets' baseball team played the Teneriffe Baseball team, being beaten by a score of 20 to 12. There were about 500 or 600 people present at the game. Privileges of the Casino De Teneriffe were extended to officers and cadets.

### *En Route to Bermuda*

Drills and studies were conducted in accordance with the schedule except that no drills were held during the examination period. Unusual interest has been shown in signalling of which much has been going on about the deck during cadets' spare time. Church services were conducted by the Executive Officer as usual. Unusually strong trade winds were encountered.

### *St. George, Bermuda*

The Corporation Secretary invited the officers and cadets to visit the caves and Government Aquarium. A special car was provided and all who went had a very enjoyable time. The Bermuda Sailors Home placed its facilities at the disposal of the cadets.

The anchorage at St. George was convenient to the boat landing. Pulling boats were used entirely. Boat crews were also exercised under sail.

The passage to Mattapoisett was without incident. On the second day out there was a rather heavy confused sea and the ship rolled up to 25°, which combined with a considerable pitch shook a good many cadets off their sea legs. From noon of the 8th to noon of the 9th a distance of 232 miles was made good. No Man's Land was sighted at 6.30 P. M. On passing Vineyard Lightvessel, a driving rain occurred and visibility was reduced to nearly zero. Preparations were made for anchoring at once, but it was merely a passing squall and course was continued. The "Nantucket" anchored in Buzzards Bay off Mattapoisett at three minutes past midnight on September 10. At 6.30 A. M. the ship proceeded to selected anchorage in the harbor of Mattapoisett.

### *Cruise Mileage*

	Days	Hours	Minutes	Miles
Steam . . . . .	27	08	41	4,180
Sail . . . . .	23	12	21	3,050
Steam and sail . . . . .	19	06	56	3,397
Total at sea . . . . .	70	03	58	10,627
In port . . . . .	58	15	34	

### *Coal Report, 1935 Cruise*

On hand and expended . . . . .	735.000 tons
Expended . . . . .	700.000 tons
Remaining September 17 . . . . .	35.000 tons

### *Items*

Moving ship . . . . .	421.750 tons
Auxiliaries and lighting . . . . .	208.900 tons
Distilling . . . . .	62.650 tons
Galley . . . . .	6.700 tons
Total expended . . . . .	700.000 tons

## GRADUATION EXERCISES

The eighty-first graduation exercises were held on board the "Nantucket" at the Navy Yard, Charlestown, on Tuesday, April 2, 1935, at 11 A. M. The program was as follows:

Invocation: Rev. Dan Huntington Fenn, Chaplain, House of Representatives.

Presiding Officer: Mr. Clarence E. Perkins, Chairman of the Board.

Address: Lieutenant Governor Joseph L. Hurley.

Address: Mr. Miles Wambaugh, President, Boston Port and Seamen's Aid Society.

Address: Capt. Harold E. Cook, U. S. N., Acting Commandant, Navy Yard, Charlestown.

Address: Capt. Jesse B. Gay, U. S. N., Chief of Staff, Navy Yard, Charlestown:.

Presentation of Boston Marine Society Prize by Capt. Joseph Kemp, Secretary, Boston Marine Society:

To the graduate excelling in those qualities making for the best shipmaster, including aptitude, prompt and cheerful obedience to his superior officers, devotion to duty, integrity, force of character, and ability to attain and maintain leadership:—Herman Kastberg of Worcester.

Presentation of Prizes awarded and presented by Mr. Arthur M. Wiggin of Brookline:

To the graduate in the Seamanship Class making the greatest improvement in all around work during the past year: Richard T. Spear of Sharon.

To the graduate in the Engineer Class making the greatest improvement in all around work during the past year:—Ralph W. Nichols of Lynn.

Presentation of The Society of the War of 1812 Prize by Col. Frederic Gilbert Bauer, President of the Society:

To the engineer graduate for excellence in studies, good conduct, and the possession of those qualities of leadership and a willingness to assume responsibility which have ever characterized the Navy and Merchant Marine of the United States:—Matthew J. O'Brien of Mattapan.

Presentation of Prize awarded by the Massachusetts State Society, United States Daughters of 1812 by Mrs. Henry Anthony Fiske, President:—

To the graduate of the Engineering Division standing highest in Engineering and Electricity:—Matthew J. O'Brien of Mattapan.

Presentation of Bibles: Rev. Dan Huntington Fenn. (The Bibles are the gift of the Massachusetts Bible Society.)

Presentation of Diplomas by Mr. Frank W. Wright, Director, Division of Secondary Education and Teachers Colleges, Massachusetts Department of Education.

The eighty-second graduation exercises were held on board the "Nantucket" at the Navy Yard, Charlestown, on Tuesday, September 24, 1935, at 11 A. M.

Prayer: Capt. Thomas B. Thompson (Ch. C.), U. S. Navy.

Presiding Officer: Mr. Clarence E. Perkins, Chairman of the Commissioners of the School.

Address: Thomas H. Buckley, Auditor of the Commonwealth.

Address: Rear Admiral Walter R. Gherardi, U. S. N., Commandant of the First Naval District.

Prize awarded by the late Irving L. Wood to the graduate having the highest marks in Seamanship and Navigation for the year. Presented by Capt. Walter K. Queen, Commissioner of the School, to: Herman Kastberg, of Worcester.

Prize awarded by the Boston Marine Society to the graduate excelling in those qualities making for the best shipmaster, including aptitude, prompt and cheerful obedience to his superior officers, and ability to attain and maintain leadership. Presented by Capt. George E. Eaton, Superintendent, 2nd Lighthouse District, Boston, to: Conrad W. Fisher of Needham.

Prizes awarded by Mr. Arthur M. Wiggin of Brookline to the graduate in the Seamanship Class and to the graduate in the Engineering Class making the greatest improvement in all around work during the past year. Presented by Mr. Wiggin to: Francis J. Lucek, of Millville, Seamanship Class; John R. Madden, of Malden, Engineer Class.

Prize awarded by The Society of the War of 1812 to the engineer graduate for excellence in studies, good conduct, and the possession of those qualities of leadership and a willingness to assume responsibility which have ever characterized the Navy and Merchant Marine of the United States. Presented by Col. Frederic Gilbert Bauer, President of the Society, to Albert E. Collis, of Salisbury.

Prize awarded by the Massachusetts State Society, United States Daughters of 1812, to the graduate in the engineering division standing highest in engineering and electricity. Presented by Mrs. Henry Anthony Fiske, President, to Albert E. Collis, of Salisbury.

Prize awarded by Mr. William H. Dimick, Secretary of the Board, to the graduate receiving the highest average for the course. Presented by Mr. Dimick to Richard F. Ludden, of Abington.

Presentation of Bibles given by the Massachusetts Bible Society: Chaplain Thompson. (The Bibles are the gift of the Massachusetts Bible Society.)

Presentation of Diplomas: Dr. Payson Smith, Commissioner of Education, Massachusetts Department of Education.

#### LECTURES: WINTER TERM, 1934-35

##### 1934

- Nov. 2. Capt. Clarence A. Abele, U. S. N., Superintendent of the School. Subject: "Carrying On."
- Nov. 9. Mr. Horace Taylor. Subject: "Astronomy" (Slides and Models).
- Nov. 16. Comdr. C. P. McFeaters, U. S. N., Harvard College. Subject: "Collisions and Groundings."
- Nov. 23. Mr. G. H. Noyes, Weather Bureau. Subject: "Construction of Weather Charts (Forecasting)."
- Dec. 7. Mr. Norman E. Merrill, Executive Officer of the School. Subject: "Painting." Motion Picture.
- Dec. 14. Mr. Columbus Iselin, Jr., of Woods Hole. Subject: "Oceanography—Ocean Currents, Origin and Development of Tides."
- Dec. 21. Mr. Ervin L. Kelley, Chief Marine Engineer of the School. Motion Picture.

##### 1935

- Jan. 4. Capt. Charles M. Lyons, U. S. Steamboat Inspection Service. Subject: "Lessons from the Morro Castle Disaster."
- Jan. 11. Capt. Francis X. Landrey. Subject: "Stowage and Care of Cargo."
- Jan. 18. Mr. John Stewart, U. S. Steamboat Inspection Service. Subject: "Boiler Inspection."
- Jan. 25. Capt. Herman T. Parker, Eastern Steamship Lines. Subject: "Selection of Deck Officers."
- Feb. 1. Mr. Samuel E. Morison. Subject: "Sea Traditions of Massachusetts."
- Feb. 8. Columbian Steamship Company. Motion Picture.
- Feb. 15. Capt. Clarence A. Abele, U. S. N. Subject: "Transporting Troops."
- Mar. 1. Mr. Frank L. Goudey. Subject: "Selection of Engineer Officers."



## THE SCHOOL RECORD

During the year there have been 186 students on the rolls of the school. They came from 82 cities and towns of the Commonwealth as follows:

Abington . . . . .	1	Millville . . . . .	1
Andover . . . . .	1	Milton . . . . .	4
Arlington . . . . .	2	Montague . . . . .	1
Athol . . . . .	2	Needham . . . . .	3
Attleboro . . . . .	2	New Bedford . . . . .	8
Auburndale . . . . .	1	Newton . . . . .	2
Avon . . . . .	1	North Andover . . . . .	1
Bellingham . . . . .	1	North Wilbraham . . . . .	1
Belmont . . . . .	1	Norwood . . . . .	2
Beverly . . . . .	3	Orange . . . . .	1
Boston . . . . .	17	Pittsfield . . . . .	2
Braintree . . . . .	2	Pocasset . . . . .	1
Bridgewater . . . . .	2	Quincy . . . . .	5
Brockton . . . . .	5	Reading . . . . .	1
Brookline . . . . .	2	Rochdale . . . . .	1
Cambridge . . . . .	3	Rowley . . . . .	1
Concord . . . . .	2	Salem . . . . .	2
Dedham . . . . .	1	Salisbury . . . . .	1
Easthampton . . . . .	3	Saugus . . . . .	1
Everett . . . . .	1	Segreganset . . . . .	1
Fairhaven . . . . .	2	Sharon . . . . .	2
Fall River . . . . .	2	Shrewsbury . . . . .	1
Falmouth . . . . .	2	Somerville . . . . .	4
Fitchburg . . . . .	3	South Swansea . . . . .	1
Florence . . . . .	1	Southwick . . . . .	1
Framingham . . . . .	1	Springfield . . . . .	5
Gardner . . . . .	1	Stoneham . . . . .	2
Gloucester . . . . .	3	Taunton . . . . .	2
Haverhill . . . . .	6	Wakefield . . . . .	1
Hingham . . . . .	1	Waltham . . . . .	1
Hudson . . . . .	1	Watertown . . . . .	2
Lawrence . . . . .	3	Waverly . . . . .	1
Lexington . . . . .	1	Wellesley . . . . .	2
Lowell . . . . .	1	West Acton . . . . .	1
Lynn . . . . .	7	Westfield . . . . .	2
Malden . . . . .	5	Whitinsville . . . . .	1
Manomet . . . . .	1	Winchester . . . . .	1
Medford . . . . .	2	Winthrop . . . . .	3
Melrose . . . . .	2	Wollaston . . . . .	4
Methuen . . . . .	2	Worcester . . . . .	6
Middleboro . . . . .	2	Yarmouth . . . . .	1

Total . . . . . 186

The previous education of these students was as follows: High schools, 167; technical schools, 9; colleges, 6; academics, 3; vocational school, 1. The average age of the cadets at entrance was 18 years, 4 months. The number of cadets enrolled in the school at present is 115.

## OFFICERS AND INSTRUCTORS

Clarence A. Abele, Captain, U. S. N. (retired), Superintendent.  
 Robert M. Gray, Lieutenant, U. S. N. R. (graduate M. N. S.), Executive Officer.  
 John W. Thompson (graduate M. N. S.), Navigator.  
 Richard T. Rounds (graduate M. N. S.), Watch Officer.  
 Louis A. Woodland (graduate M. N. S.), Watch Officer.  
 Ervin L. Kelley, Lieutenant, U. S. N. R. (graduate M. N. S.), Chief Marine Engineer.

Norman L. Queen (graduate M. N. S.), Assistant Marine Engineer.  
John E. Wright, Instructor in Mathematics.  
Francis J. Cameron, Instructor in Mechanical Drawing.  
Robert W. Wilkins, M. D., Surgeon, Summer Term.  
Robert S. Palmer, M. D., Surgeon, Winter Term.  
Charles Parker, Paymaster.

CADET OFFICERS OF THE MASSACHUSETTS NAUTICAL SCHOOL  
SUMMER TERM  
*Navigation*

Richard F. Ludden . . . . . *Senior Cadet Officer*  
Donald W. Marsh . . . . . *Junior Cadet Officer*

*Engineering*  
Albert E. Collis . . . . . *Senior Cadet Engineer Officer*  
Myron C. Thomas . . . . . *Junior Cadet Engineer Officer*

WINTER TERM, 1935-1936  
*Navigation*

Ernest W. Bemis . . . . . *Senior Cadet Officer*  
Andrew P. L. Nielsen . . . . . *Junior Cadet Officer*

*Engineering*  
Robert H. Jacobs . . . . . *Senior Cadet Engineer Officer*  
Edward Novak . . . . . *Junior Cadet Engineer Officer*

CADETS ADMITTED, GRADUATED, AND HONORABLY DISCHARGED,  
FROM 1893 TO 1935, INCLUSIVE

	Ad- mitted	GRADUATED			Honor- ably dis- charged	With- drawn, dis- missed, dropped	Number connected with the school
		Sea- manship Class	Engineer Class	Totals			
1893 . . . . .	141	—	—	—	29	24	138
1894 . . . . .	63	—	—	—	43	18	156
1895 . . . . .	71	19	19	38	12	6	156
1896 . . . . .	74	20	17	37	31	17	174
1897 . . . . .	73	20	21	41	20	9	165
1898 . . . . .	99	15	25	40	26	23	194
1899 . . . . .	79	11	12	23	41	11	184
1900 . . . . .	78	14	36	50	21	14	186
1901 . . . . .	71	11	18	29	20	16	172
1902 . . . . .	90	16	22	38	34	13	197
1903 . . . . .	66	17	14	31	25	17	178
1904 . . . . .	60	16	29	45	17	31	165
1905 . . . . .	65	10	10	20	9	13	137
1906 . . . . .	50	16	19	35	18	19	145
1907 . . . . .	60	10	15	25	17	26	138
1908 . . . . .	45	8	10	18	9	9	110
1909 . . . . .	81	14	22	36	7	16	156
1910 . . . . .	54	6	16	22	16	15	151
1911 . . . . .	69	20	23	43	7	18	168
1912 . . . . .	57	17	16	33	14	15	157
1913 . . . . .	79	21	19	40	20	8	174
1914 . . . . .	65	20	16	36	22	7	171
1915 . . . . .	70	26	19	45	18	11	176
1916 . . . . .	73	23	15	38	36	3	175
1917 . . . . .	69	26	11	37	16	3	167
1918 . . . . .	66	31	17	48	10	4	173
1919 . . . . .	77	37	18	55	17	5	193
1920 . . . . .	70	35	15	50	13	9	186
1921 . . . . .	70	35	17	52	9	9	184
1922 . . . . .	74	29	21	50	19	9	188
1923 . . . . .	77	27	16	43	16	16	187
1924 . . . . .	76	23	21	44	13	16	188
1925 . . . . .	73	26	22	48	13	8	188
1926 . . . . .	80	19	22	41	22	21	194
1927 . . . . .	75	27	17	44	20	4	185
1928 . . . . .	69	27	20	47	15	7	187
1929 . . . . .	71	23	29	52	12	7	189
1930 . . . . .	62	33	19	52	8	3	180
1931 . . . . .	74	38	19	57	6	9	191
1932 . . . . .	50	23	22	45	2	3	169
1933 . . . . .	65	40	30	70	5	1	184
1934 . . . . .	55	20	20	40	4	1	163
1935 . . . . .	68	40	22	62	7	2	186
Total . . . . .	3054	909	791	1700	744	496	

MEMBERSHIP OF THE SCHOOL  
GRADUATING CLASS, APRIL, 1935

*Seamanship Division*

*Kastberg, Herman . . . . .	Worcester
*Bromberg, Carl H. . . . .	Somerville
*Spear, Richard T. . . . .	Sharon
*Olsen, John E. . . . .	Quincy
*Johnson, Lawrence S. . . . .	Lynn
*White, Richard J., Jr. . . . .	Wollaston
*Canfield, Robert B. . . . .	Pittsfield
*Lister, John K. . . . .	Beverly
Griffin, Gerald J. . . . .	New Bedford
*Mills, William H. A., Jr. . . . .	Framingham
Gifford, A. Russell . . . . .	New Bedford
Hughes, Francis J. . . . .	Roslindale
*Abrams, Sumner J. . . . .	Brookline
Swain, Kenneth W. . . . .	Melrose Highlands
*Currier, Malcolm S. . . . .	Newtonville
Thomas, Walter, Jr. . . . .	Fairhaven
*Hosmer, Herbert B., Jr. . . . .	Concord
*Hoyt, Willard D. . . . .	Athol
Mascarenhas, Anthony . . . . .	Gloucester
Currie, Allan B. . . . .	Medford
Evans, Robley J. . . . .	Everett
Moran, Edmund F., Jr. . . . .	East Boston
Mifflin, Chester L. . . . .	Medford
Theriault, Harold J. . . . .	Gloucester

*Engineering Division*

*O'Brien, Matthew J. . . . .	Mattapan
*Brooks, Harold E. . . . .	Taunton
Kurgan, Anzelm . . . . .	New Bedford
Gawlocki, Lester R. . . . .	Lynn
*Nichols, Ralph W. . . . .	Lynn
Jacinto, Francis M. . . . .	Taunton
Iacoboni, Mario J. . . . .	Fitchburg
Martel, William E. . . . .	Montello
David, Raymond C., Jr. . . . .	Fitchburg
Edwards, John H. . . . .	Haverhill
Sciarappa, Christopher A. . . . .	Brockton
Winslow, E. Freeman, Jr. . . . .	Norwood

GRADUATING CLASS, SEPTEMBER, 1935

*Seamanship Division*

*Ludden, Richard F. . . . .	Abington
*Marsh, Donald W. . . . .	Waltham
Fisher, Conrad W. . . . .	Needham
Hurder, William R. . . . .	Beverly
Fick, William F. . . . .	Roslindale
Simmons, Morton A. . . . .	Falmouth
Terry, Russell H. . . . .	Beverly
Campbell, Cyrus H. . . . .	Boston
Kuralt, Richard M. . . . .	Springfield
Lucek, Francis J. . . . .	Millville
Robbins, Allan F. . . . .	Brockton
Boyle, Donald E. . . . .	Roxbury
Martin, Donald B. . . . .	Springfield
Murphy, Joseph C. . . . .	Dorchester
Curtis, Samuel DeV. . . . .	Bellingham
Kelley, Robert M., Jr. . . . .	S. Yarmouth

(\*Received 85 per cent, or over, of the academic multiple and entitled to wear gold star on coat collar.)

*Engineering Division*

*Thomas, Myron C. . . . .	Brockton
Collis, Albert E. . . . .	Salisbury
Murray, James . . . . .	Milton
Morgan, Donald C. . . . .	Brockton
Lahti, Veikko, I. . . . .	Gardner
Gesmundo, Jack . . . . .	Haverhill
Rioux, Raymond H. . . . .	Fairhaven
Fisher, Francis S. . . . .	Needham
Lewis, Charles E. . . . .	Lynn
Madden, John R. . . . .	Malden

## CLASS TO GRADUATE, APRIL, 1936

*Seamanship Division*

*Swimm, Charles H. . . . .	Winthrop
Bemis, Ernest W. . . . .	W. Bridgewater
*Nielsen, Andrew P. L. . . . .	Jamaica Plain
Corriveau, Martial P. . . . .	Salem
Doe, Wilber S. . . . .	Somerville
Ramey, James L. . . . .	Hudson
Lady, Ralph W. . . . .	E. Braintree
Gotovich, Edward G. . . . .	Norwood
Call, Edwin F. . . . .	Lowell
Staples, Stanley M. . . . .	Haverhill
Clark, Edward A. . . . .	Malden
Sholes, Harold L. . . . .	Rowley
Parkhurst, Roland E. . . . .	West Acton
Gallagher, John H. . . . .	Lawrence

*Engineering Division*

*Jacobs, Robert H. . . . .	Worcester
*Novak, Edward . . . . .	Easthampton
*Brown, Richard C. . . . .	Attleboro
Rico, Albert F., Jr. . . . .	Arlington
Donahue, Timothy E., Jr. . . . .	Haverhill
Kudlay, Anthony . . . . .	Easthampton
Burgo, Daniel F. . . . .	New Bedford
Forsythe, Chester, Jr. . . . .	Quincy
Milner, Gordon B. . . . .	Rochdale
Richmond, Frank R. . . . .	Springfield

## CLASS TO GRADUATE, SEPTEMBER, 1936

*Seamanship Division*

Mushet, Robert A., Jr. . . . .	Arlington
*Ellis, Carl C. . . . .	Winchester
Brown, D. Webster, Jr. . . . .	New Bedford
Wickham, Joseph F. . . . .	Winthrop
Shockley, Wilson I. . . . .	Bridgewater
Bryce, Forbes O. . . . .	Montague
Kelley, Arthur S. . . . .	Avon
Davies, W. Kenneth . . . . .	Florence
Anderson, John W. . . . .	Wellesley Hills
*Serafin, Edward F. . . . .	Worcester
Thompson, Owen E. . . . .	Attleboro
Dietrich, George S. . . . .	Dorchester
Schmidt, Harold T. . . . .	Athol

*Engineering Division*

Rolfe, Thomas W. . . . .	Stoneham
Hammerly, William H., Jr. . . . .	Manomet
Potter, Andrew B., Jr. . . . .	Auburndale
Hamilton, Edwin A. . . . .	E. Dedham

(\*Received 85 per cent, or over, of the academic multiple and entitled to wear gold star on coat collar.)



Collins, Richard B. . . . .	Milton
*Jackson, Howard B. . . . .	Melrose
*Sullivan, John L. . . . .	N. Wilbraham
Greeley, Gerald G. . . . .	Dorchester
Dayton, Charles J. . . . .	Wakefield
Dawson, James J. . . . .	Pittsfield
Barlow, Robert S. . . . .	Worcester
Allen, Thorwald C. . . . .	N. Andover

## CLASS TO GRADUATE, APRIL, 1937

Beatteay, Walter E. . . . .	Lexington
Litchfield, Francis A. . . . .	Malden
Hayden, Willis M., Jr. . . . .	Quincy
Littlefield, Nathan W. . . . .	Sharon
Perkins, William W. . . . .	Hingham
Guild, George S. . . . .	E. Milton
Hiorth, Anders S. . . . .	Wollaston
Brown, Irwin W. . . . .	Whitinsville
Matheson, David W. . . . .	Quincy
Richmond, Edward T. . . . .	Springfield
David, Joseph E. . . . .	Fitchburg
Costello, David L. . . . .	Milton
Zylinsky, Stanley B. . . . .	Methuen
Dexter, Edwin B. . . . .	Roslindale
Ellis, Arthur G., Jr. . . . .	Methuen
Mulcahey, James A., Jr. . . . .	Westfield
Fielden, Robert W. . . . .	Andover
Reed, Roy B., Jr. . . . .	Lynn
Kuta, Benjamin . . . . .	Easthampton
Larsen, Peter W. . . . .	Cambridge
Uzdavinis, Leon A. . . . .	Haverhill
Hurwitch, Martin B. . . . .	Mattapan
Rowlands, Walter, 2nd . . . . .	Needham
Larsen, Karl J. . . . .	Somerville
Tomassian, M. Vahan . . . . .	Watertown
Leary, Charles J. . . . .	Fall River
Knight, Ralph H. . . . .	Gloucester
Paul, Charles . . . . .	Lawrence
Carlson, Gustav B. . . . .	Newton Centre
Korman, Fenton F., Jr. . . . .	Springfield
Hathaway, Louis S. . . . .	Middleboro
Hiffe, George E. . . . .	Cambridge
Gallison, Raymond M. . . . .	Haverhill
Tewksbury, Alfred B. . . . .	Winthrop
Crowell, Cutler C. . . . .	Wellesley

CLASS TO GRADUATE, SEPTEMBER, 1937  
(Alphabetically arranged)

Arrigo, Philip M., Jr. . . . .	East Boston
Banner, Roger H. . . . .	Segreganset
Bowden, Frederick W. . . . .	New Bedford
Bowers, Carl F. . . . .	Dorchester
Cain, John R. . . . .	Quincy
Clayton, John . . . . .	New Bedford
Crown, Roger A. . . . .	Wollaston
Donnelly, James A. . . . .	South Boston
Dow, Chester A., Jr. . . . .	Malden
Edmonds, John R. . . . .	Concord
Elder, John A. . . . .	Waverly
Estey, Roland H., Jr. . . . .	Reading

(\*Received 85 per cent, or over, of the academic multiple and entitled to wear gold star on coat collar.)

Fraser, Robert G. . . . .	Wollaston
Gietek, John S. . . . .	Westfield
Greany, Thomas H., Jr. . . . .	S. Swansea
Hallett, Robert W. . . . .	Braintree
Hathaway, Holland M. . . . .	Malden
Herlich, Joseph . . . . .	Lynn
Jordan, Richard A. . . . .	Sagamore
Kennedy, William T. . . . .	Middleboro
Kuechler, Clifton S. . . . .	New Bedford
Larsen, Lawrence N. . . . .	Somerville
Lear, Daniel M. . . . .	Belmont
Moore, James F. . . . .	Stoneham
Nath, Carl J. . . . .	South Boston
O'Neil, Richard V. . . . .	Brookline
Perry, Taber B. . . . .	Pocasset
Pitman, Paul W. . . . .	Saugus
Rand, Melvin A. . . . .	Orange
Rose, John P., Jr. . . . .	New Bedford
Wayman, Charles S., Jr. . . . .	Falmouth

#### APPROPRIATIONS

The appropriations for the school for the fiscal year 1935, from December 1, 1934, to November 30, 1935, are accounted for as follows:

<i>Expenses of Schoolship</i>	Appropriation	Expenditures
Personal Services . . . . .	\$44,405.00	\$45,197.17
Travel, transportation and office expenses . . . . .	990.00	976.78
Food . . . . .	21,500.00	23,442.15
Furnishings and household supplies . . . . .	1,120.00	997.99
Medical and general care . . . . .	1,280.00	2,065.97
Heat, light, power, etc. . . . .	8,000.00	7,078.41
Repairs . . . . .	2,400.00	2,259.61
Miscellaneous . . . . .	3,600.00	2,866.11
	<u>\$83,295.00</u>	<u>\$84,884.19</u>
Deficiency . . . . .	1,589.19	
	<u>\$84,884.19</u>	<u>\$84,884.19</u>
<i>Expenses of Commission</i>		
Office supplies and equipment . . . . .	\$326.74	\$288.72
Traveling and other services and expenses . . . . .	1,875.00	1,891.46
	<u>\$2,201.74</u>	<u>\$2,180.18</u>
Balance . . . . .		21.56
	<u>\$2,201.74</u>	<u>\$2,201.74</u>
<i>Personal Services</i>		
Commissioners' office . . . . .	\$4,700.00	\$4,769.00
Deficiency . . . . .	69.00	
	<u>\$4,769.00</u>	<u>\$4,769.00</u>
<i>Income</i>		
Received from Navy Department . . . . .	\$25,000.00	
Received from tuition and other fees . . . . .	11,913.77	
Turned over to Commonwealth from accumulated surplus on Clothing Account . . . . .	4,000.00	
	<u>\$40,913.77</u>	

Respectfully submitted,

CLARENCE E. PERKINS, *Chairman*,  
THEODORE L. STORER,  
WALTER K. QUEEN,  
*Commissioners*.

## FEDERAL LEGISLATION

Authority of the United States  
H. R. 24145. APPROVED MARCH 4, 1911.  
(Original Act passed June 20, 1874.)

AN ACT FOR THE ESTABLISHMENT OF MARINE SCHOOLS, AND FOR  
OTHER PURPOSES

That the Secretary of the Navy, to promote nautical education, is hereby authorized and empowered to furnish, upon the application in writing of the governor of a State, a suitable vessel of the navy, with all her apparel, charts, books, and instruments of navigation, provided the same can be spared without detriment to the naval service, to be used for the benefit of any nautical school, or school or college having a nautical branch, established at each of the following ports of the United States: Boston, Philadelphia, New York, Seattle, San Francisco, Baltimore, Detroit, Saginaw (Michigan), Norfolk and Corpus Christi, upon the condition that there shall be maintained at such port a school or branch of a school for the instruction of youths in navigation, steamship-marine engineering, and all matters pertaining to the proper construction, equipment, and sailing of vessels or any particular branch thereof.

SECTION 2. That a sum not exceeding the amount annually appropriated by any State or municipality for the purpose of maintaining such a marine school or schools or the nautical branch thereof is hereby authorized to be appropriated for the purpose of aiding in the maintenance and support of such school or schools: *provided, however*, that appropriations shall be made for one school in any port heretofore named in section one and that the appropriation for any one year shall not exceed twenty-five thousand dollars for any one school.

SECTION 3. That the President of the United States is hereby authorized, when in his opinion the same can be done without detriment to the public service, to detail proper officers of the navy as superintendents of or instructors in such schools: *provided*, that if any such school shall be discontinued, or the good of the naval service shall require, such vessel shall be immediately restored to the Secretary of the Navy and the officers so detailed recalled: *and provided further*, that no person shall be sentenced to or received at such schools as a punishment or commutation of punishment for crime.

SECTION 4. That all laws and parts of laws in conflict herewith are hereby repealed.

## STATE LEGISLATION

## General Laws of Massachusetts, 1932

## CHAPTER 15

*Department of Education*

SECTION 22. There shall be a board of commissioners of the Massachusetts nautical school serving in the department and consisting of three citizens of the commonwealth, one of whom shall annually before July 1st be appointed by the governor, with the advice and consent of the council, for three years from said day.

SECTION 23. The commissioners shall serve without compensation, but shall be reimbursed for expenses actually incurred in the performance of their official duties.

## CHAPTER 74

*Vocational Education*

SECTION 49. The board of commissioners of the Massachusetts nautical school shall provide and maintain a nautical school for the instruction of students in the science and practice of navigation, accommodations therefor on board a

proper vessel, books, stationery, apparatus and supplies needed in the work thereof, and appoint and remove necessary instructors and other employees, determine their compensation, fix the terms upon which students shall be received and instructed therein and discharged therefrom, make all regulations necessary for its management and provide from time to time for cruises in or from Boston harbor.

SECTION 50. The board may receive from the federal government, and use for the accommodation of the school, vessels detailed by the secretary of the navy.

SECTION 51. In addition to the advances authorized by section twenty-three of chapter twenty-nine, the state treasurer shall, upon requisition by the board to the comptroller, make an advance for said cruises of not exceeding ten thousand dollars for six months to the commanding officer of the vessel detailed therefor, who shall give bond in the sum of ten thousand dollars, with sureties approved by the governor and council, for its proper disbursement. Said advance shall be accounted for by properly approved vouchers within thirty days after the termination of said cruises.

SECTION 53. The commissioner shall make an annual report relative to the Massachusetts nautical school.